



The State of New Hampshire
DEPARTMENT OF ENVIRONMENTAL SERVICES



Thomas S. Burack, Commissioner

January 15, 2008

The Honorable Candace C W. Bouchard, Chair
N.H. House of Representatives
Public Works and Highways Committee
Legislative Office Building, Room 201
Concord, New Hampshire 03301

Re: House Bill 1412, establishing a commission to study appointing or contracting a fleet manager for state-owned motor vehicles

Dear Representative Bouchard and Members of the Committee:

Thank you for the opportunity to comment on behalf of the Department of Environmental Services (DES) regarding HB 1412, which seeks to establish a commission to study appointing or contracting with a fleet manager for state-owned motor vehicles.

Motor vehicles are the leading source of ozone and smog forming air pollutants in the state and the region. Efforts to improve efficiency of the vehicles on the road, increase use of cleaner burning alternative fuels, and encourage use of low emission vehicles have been key strategies to improving air quality and protecting the environment in New Hampshire. In 2005, Governor John Lynch established Executive Order 2005-04, An Order for State Government to Lead By Example in Energy Efficiency. Relative to the state's vehicle fleet the order requires the following:

7. Each Department shall implement a Clean Fleets Program in accordance with the recommendations of the Energy Efficiency in State Government Steering Committee, including but not limited to the following components:

- a) An anti-idling policy.*
- b) A highway fuel economy rating requirement of at least 27.5 miles per gallon for all new passenger and light duty vehicles and a highway fuel economy rating of at least 20 miles per gallon for all new light duty trucks, except for emergency vehicles and law enforcement.*
- c) A requirement that all new passenger and light duty vehicles be certified as low emission vehicle in accordance with the recommendations of the Energy Efficiency in State Government Steering Committee.*
- d) A policy ensuring the appropriate vehicle is selected for the intended use.*
- e) A requirement that vehicle purchases be in compliance with the United States Energy Policy Act of 1992 (EPACT), if applicable.*
- f) A waiver procedure for requesting a vehicle not on the approved Department of Administrative Services vehicle list.*
- g) Additional measures to promote vehicle fuel conservation including, but not limited to: encouraging carpooling and teleconferencing, improved preventative maintenance, and use of energy efficient lubricating oils.*

DES Web site: www.des.nh.gov

P.O. Box 95, 29 Hazen Drive, Concord, New Hampshire 03302-0095

Telephone: (603) 271-3503 • Fax: (603) 271-2867 • TDD Access: Relay NH 1-800-735-2964

DES believes the concept of more centralized management of state-owned vehicles is worthy of study by this legislation. As experienced in the two years since adoption of this Executive Order, the consistent purchase of the most efficient vehicle suitable for a given use has been a difficult task, with differing implementation in various agencies. A centralized fleet manager responsible for purchase of all fleet vehicles could facilitate this process. Centralized vehicle purchasing as well as vehicle assignments may allow for purchase of fewer specialty vehicles such as sport utility vehicles or heavy trucks versus fuel efficient vehicles, as specialty vehicles could then be shared across agencies. This could result in an overall improvement in the efficiency of the entire fleet as required and envisioned by this Executive Order, as well as cost savings to the state.

Centralized purchasing could also help to ensure compliance with the alternative fuel vehicle purchasing requirements of EPACT, a federal program requiring that 75% of certain vehicle purchases be alternative fuel vehicles. While New Hampshire is currently in compliance with EPACT requirements, compliance is the chance result of certain large agency purchases that could readily change in coming years, and future compliance is by no means assured with current vehicle purchasing practices. Should vehicle choices at certain agencies change in future years, New Hampshire may fail to comply with EPACT requirements.

A centrally managed fleet may also improve the preventive maintenance of the state vehicle fleet. Many agency fleets are managed by employees with numerous other job functions. A dedicated fleet manager could better establish a maintenance schedule for fleet vehicles, ensuring the most efficient and lowest emission vehicle operation possible.

NHDES is a member of the Executive Order 2005-04 Energy Efficiency Steering Committee and welcomes the opportunity to either participate in or assist this study commission with development of a policy for management of state fleet vehicles. It is important that state government lead by example, operating the cleanest, most efficient and best maintained fleet of vehicles possible so that we may in turn ask our businesses and citizens to do the same.

Thank you again for the opportunity to comment on HB 1412. Please call me at 271-2958 or Rebecca E. Ohler, Supervisor of the Mobile Source Section, at 271-6749 if you have any questions or would like further information.

Sincerely,

A handwritten signature in black ink, reading "Thomas S. Burack". A large, diagonal red stamp with the word "COPY" is overlaid on the signature.

Thomas S. Burack
Commissioner

cc: Rep. Kenneth Wyler